

מדינת ישראל

R 9 46

(SF/400/40)

376 / N

GOVERNMENT OF PALESTINE

C. S. O.

SUBJECT

Affula Nablus Tulkarem Railway

GPT 22750-0000-12.4.42

CONNECTED FILES

NUMBER AND YEAR

R/194/31

R/43/35

R/66/36

R/58/32

SUBJECT

מדינת ישראל



שם: AFFULA - NABLUS - TULKAREM RAI

מ - 26 / 376

מס פריט: 947949

2.18/2 - 263

11/12/2013

02-112-04-10-01

מזוהה פיזי:

מזוהה לוגי:

כתובת:

R 9 46

376 / N

(SF/400/40)

GOVERNMENT OF PALESTINE

C. S. O.

SUBJECT

Jaffa Nablus Tulkarm Railway

GPT 22750-0000-12-4,45

CONNECTED FILES

NUMBER AND YEAR

SUBJECT

R/144/31

R/43/35

R/60/36

R/58/32

מדינת ישראל
גנזך המדינה

376

/26

מ

ארץ ישראל
ממשלת המנדט

I am repeatedly struck by the sight of the inoperative Affule-Nablus-Tulkarm railway with its deserted railway stations, grass-grown track, broken bridges and rusting rails and have wondered whether we should not now come to a decision as to its future.]

2. I understand that the Affule-Jenin-Mas'udiya-Nablus line formed part of the Turkish Hejaz Railway system before 1914 and that the Mas'udiya-Tulkarm line was added later by the Turks during the last war as part of a link with the Jerusalem-Jaffa railway. Both lines were built (and still remain) with narrow gauge (3'6") in conformity with the rest of the Hejaz Railway. After the war they were operated by Palestine Railways until a few years ago when they were closed and their future left undecided.

3. The following very brief resumé of events since 1931 leading to their final closure has been compiled from files R/194/31, R/59/32, R/43/35 and R/66/36. For the purpose of this resumé it is simpler to take separately the sections Affule-Jenin-Mas'udiya and Tulkarm-Mas'udiya-Nablus, as the history has not been the same in each case.

(a) Affule-Jenin-Mas'udiya (Sebastiya), 60 kilometres.

In 1931 the O'Donnell (Financial) Commission recommended as a measure of economy that this section should be closed as there was very little traffic on it and it was accordingly closed on 1st March, 1932. It was decided however not to remove the track then but to watch the position with a view to possible re-opening if traffic prospects improved. During the winter of 1934/35 the line was used on several occasions when the service on the main line Haifa-Tulkarm was interrupted by floods. In July 1935

Mr. Jenkin-Jones in his report on the Palestine Railways suggested experimental re-opening, by running goods trains three days a week. No enthusiasm was shown for this in Nablus or Jenin and, on examination, the suggestion could not be justified and was dropped. The annual deficit on such an arrangement was estimated at £ 914. In November, 1936, at the request of Force Headquarters the line was re-opened as an experiment and operated by military personnel. This action was taken on the grounds of military requirements, after it had been generally agreed that re-opening was not a commercial proposition. The experiment only lasted six weeks. In 1937 a proposal was made by the General Manager Railways to run occasional goods trains during the melon season for the carriage of melons to Damascus but the proposal was not put into effect and since then there have apparently been no other suggestions for the utilization of this section.

(b) Tulkarm-Mas'udiya-Nablus, 38 kilometres.

In 1931 the O'Donnell Commission recommended that this section should be closed as a measure of economy but, as it was still being run at a slight profit and was considered a useful feeder line, Government decided to keep it open. In July, 1932, the General Manager Railways reported that "owing to the severe curves and grades and the extremely cheap fares by road, which is shorter by 9 kilometres than the railway, we are unable to compete with motor transport for the conveyance of passengers". The train took 2 hours to cover the distance as against $\frac{1}{2}$ hour by road and the revenue on passenger traffic over the preceding 5 months was only £ 11. It was accordingly closed to

passenger traffic as from 1.8.32, but kept open for goods. In 1935/36 the tonnage carried was 7783, bringing in a revenue of £2 4411. In June 1936 two bridges were damaged and the line closed. The estimated cost of permanent repairs was £2,700 but these were not undertaken. The line was however urgently required for the transport to Nablus of military supplies and temporary repairs were made by the Royal Engineers and in November, 1936, the line was re-opened to goods traffic. In June 1938 two bridges were sabotaged and it was decided in August of that year that, in view of (a) the low earning capacity, (b) the risk of further sabotage and (c) an arrangement whereby goods, hitherto cleared through customs at Nablus, could be cleared at Tulkarm, the line should remain closed except for the Tulkarm-Nur-esh-Shems part.

4. These two sections of line tap jointly (and run for the most part through) rugged hill country which is not very highly productive and they have been reported to be difficult and expensive to operate on account of the need of protection from sabotage, the paucity of local water supplies, and the sharp curves, deep cuttings and steep gradients. No doubt they were originally built primarily to serve military and administrative needs and, anyway in recent years, they have apparently not been justified on economic grounds. In the face of road competition, ~~would~~ ^{would} they seem most unlikely to be so either now or in the future?

I should be glad to have the General Manager Railways' views on this matter in the first instance and suggest that they might conveniently take the form of answers to the following questionnaire:-

- (a) Is there any argument, commercial or otherwise, for the reopening of either section at present?
- (b) Is either section likely to be of any use in the future?
- (c) Are there any present upkeep expenses, e.g. on the maintenance of buildings, track or rolling stock, or on the lease of land?
- (d) Is any provision made for renewals? If so, how much and, if the answers to (a) and (b) are in the negative, how is the provision justified?
- (e) If these lines are considered to be of no use in situ now or in the future (and whether or not they are costing anything in maintenance) could not the materials be sold, e.g. either (1) as scrap, or (2) to some commercial concern for use elsewhere?
- (f) Alternatively, would the materials be likely to be of any use if transplanted for the construction by Government of a railway in another locality?

5. In enquiring as in (e) (2) and (f) above I have in mind the possibility of a railway from Beisan to the Dead Sea and of these railway materials conceivably being of use to us as a bargaining counter in our negotiations with Palestine Potash over their transport problems.

1/2/40
31.1.40.

P.S. Before any final decision is reached we should of course have to get the views of the military authorities on (a) and (b) above, but that only arises at a later stage.

*A.S.
Submitted, pl.
B.
2/2/40*

*(R) in
new R
file and
being for a
1/2/40*

To G.M.P.R. (Hous.) 9.2.40

M.H. 9.3.40

100
9.2.40
C.S.O.
COPYING DEPARTMENT

11/3
15/3 40

Reminder
A 1/2

3
A.S.
BROUGHT FORWARD
AS DIRECTED
W.F. W.B.

(4)
Reminder to (2) to G.M.P.R. - 13.3.40

M.H. 15.3.40

C.S.O.
COPYING DEPARTMENT
Recd. 28/3
Despt. 29/3

5
A.S.
BROUGHT FORWARD
AS DIRECTED
W.F. 28.3.

(6)
Reminder on 13.4.40. M.
L.C.H.
27.3.40.

M.H. 12.4.40

(7)
Letter from G.M.P.R. dated 30.3.40

Dec.

(7) is submitted for H.E.'s information
with ref. to H.E.'s minutes at (1). I regret
delay in dealing with this paper. The
G.M.'s answers to H.E.'s questions (e) & (f) are
somewhat contradictory but explainable.
It will be observed that the G.M. has
come to exactly the same conclusion as
H.E. (see para. 5 of (1) & para 4 of (7a))
although he was not apprized of H.E.'s
para 5. J.R. 8/4

(9)

Please attach (i) the Palestine Potash aerial ropeway file; and (ii) the recent SF pp. upon which we consulted the B/R re ownership of the Hijaz railway.

9.4.40.

(10)

PS. (7A) submitted for H.E.'s information. It is understood that H.E. has been enquiring about these papers, with ref. to his minute at (1). Delay in their submission was due to the necessity of attaching certain other papers to which (7A) refers. The ropeway file ~~is~~ is still in action.

18/4 I am putting this up ad interim only for H.E.'s information as I understand that he has been inquiring about it. I have not yet had time to study it in relation to other files of possible relevance and to put it up in a form ripe for H.E.'s consideration. I will do so as soon as possible.

18.4.40.

(11)

Thank you. I shall be interested.

(12)

The Treasurer,

Before this goes any farther, I shall be grateful for a brief expression of your opinion on the financial implications, supposing this proposal to dismantle the railway tracks referred to in the High Commissioner's minute at (1) were to be proceeded with.

Now attach the P.P. ropeway file. 23/4/40

Of course no figures are available, even the roughest approximation; but you may be able to give a preliminary opinion all the same.

2. As H.E. is personally much interested in the matter, an early reply will be appreciated in order that the papers may be resubmitted to him.

W. H. W.

for C.S., 25.4.40.

(13)

Chief Secretary.

The Hijaz railway has for many years been a heavy liability to this Government and as stated in para.5 of the Treasurer's minute at ⁽⁴⁶⁾~~(1955)~~ on your file S.F. ^{172/40}~~64/33~~ the estimated loss at 31st March, 1941, is nearly £P.194,000. The section of 98 kilometres under consideration in these papers is of little or no revenue earning value, although the annual expenditure thereon in situ is only £P.163,500 mils (vide para.1(iii) of (7a)).

2. It will be observed from para.8 (page 10) of ⁽⁴⁶⁾~~(1955)~~ on file S.F. ^{172/40}~~64/33~~ "that the whole of the line within the territories of Palestine and Trans-Jordan ... should be treated as a single unit under a single administration with a single set of accounts of receipt and expenditure, separate from the rest of the Palestine Railways ...". Any receipts, therefore, from disposal of the track and material of the section of the line now referred to would have to be carried to a Deposit Account for set-off, against the losses on the Railway already met by the Palestine Government, at such time as the status of the section of the Railway is finally settled.

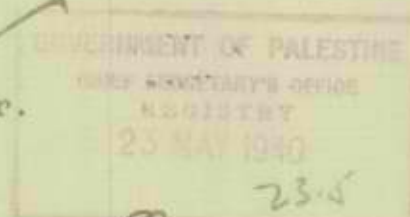
3. It appears to me that the manifold complications in the situation as regards the Hijaz Railway referred to in the Treasurer's minute quoted above require careful consideration before any decision is taken to dismantle or utilize the track for other purposes. But these considerations largely lie outside my competence. There is, however, no doubt that if it is decided, for example,

to utilize the material for sections of the line other than for the Hijaz Railway it will be necessary to place to a deposit account on behalf of the Hijaz Railway the value of any material so utilized.

4. As I see the matter at present the proceeds of disposal of material will accrue to the Hijaz Railway and cannot be taken to the General Revenue of this Government.

22.5.40.

Uarag
Acting Treasurer.



(14)

Memorandum by Mr. Cones
d/d 25.5.40.

(15)

C.S. Writ. ① and ②
I submit the G.M.R.'s
(7.a) & The A/Treasurer's
(13) for the High Commr's
further instructions.

2. The problem seems to have three main ramifications, with the possible intrusion of a fourth, viz :-

(i) political, i.e. the vexed question of the "status" or "ownership" of the Hijaz Railway. H.E. and you are acquainted generally with this aspect from recent correspondence on the subject: The Treasurer's

(4B) in SF. 172/40 provides a useful summary on the point.
(ii) financial, i.e. the cost of dismantling and relaying elsewhere, or selling the material as scrap. No figures of any kind are available; and, in the event of disposal, the apportionment of the funds accruing would have a bearing on the political issue, c.f. §§ 3 & 4 of (13).

(iii) engineering, i.e. the actual pulling up of the track. Given the requisite funds this would, I suppose, present no difficulty.

and possibly
(iv) strategical. This point has not yet been discussed, c.f. the post script: to (1).

3. I find it hard to make any constructive suggestion as to what the next move should be. At the risk of pusillanimity I would say that the question bristles with too many complications to make it opportune to pursue it at the present time. ... 27.5.40.

(16)

Can the firm give a (very rough)
 indication of how many tons of scrap
 would be made available for sale
 (at £3.10 a ton or possibly more now)
 and the cost of dismantling?

Ans. 27/5/40
 28/5

(17)
TO G. H. P. R. (H. Co.) 2/6/40

Call. 25.6.40 - (17)

(18)

Letter from G. H. P. R. dated 10.6.40

(19)

DO. letter from Mr. C. H. Webb, 10.6.40

} 7/16.6.
 16.6.

~~(18)~~ (20)

C.H. with ref. to your minute at (16)

- pl see: (a) (17) & the answers at 2 of (18)
 (b) 22 2 & 3 of (18) from which it
 appears that the firm would be
 anxious to disposing of all the material.
 (c) the DO. letter from Mr Webb at (19)
 2. In view of (19) should I & now ask the

Army whether they would like the railway to remain in situ?

3. In any case before taking precipitate action I suggest that the value of this 10,000 metric tons of steel in present circumstances should be carefully weighed.

JR 19/6/40

4. I suggest we should tell the GOC officially that Lt. E. is considering his future of this railway & would like his views as to whether it might not be dismantled.

~~(19)~~

(21)

25/6

As in § 4 of (18) please

26/6/40

Confidential
Action

Pl. Secretise
this file.

JR 21/6

~~(20)~~

(22)

Letter to G.O.C. — 24.6.40

~~(21)~~

(23)

D.O. letter to Mr. Webb. 24.6.40.

~~(22)~~

(24)

Letter from G.M.R. dated 19-6-40.

~~(23)~~

(25)

Letter to G.M.R. — 27-6-40.

~~(24)~~

(26)

Letter from G.O.C. dated 26-6-40

(25) (27)

Del
with ref. to 24 of 1/1/40 (18) 1st.
see (24). JF 27/6/40

(28)

Ch.

(26) fi. ref^a (21). We can make no
further progress till we hear what Middle East
have in mind.

(29)

Y.C. (26) for information. Y.C. knew of
this from General Pittard.

2. I had intended to summarise
the enclosures & minutes subsequent to
(11), but perhaps Y.C. will excuse
his failure to do this.

J.
1/7/40

under

1/7/40

for 24/7
further
to (26)
BV 26/8/40
M

(30)

Copy of Telegram from Force Headquarters
dated 5-7-40

(31)

Letter to G.M.R. → 6.7.40.

(26)
BV 26/8/40
M

(32)

Letter from GOC dated 15.8.40

(33)

R.S.
D. J. P.

P.L. see from (14)

2. In view of (33) ^{I presume that} the proposal re. the dismantling of the line in question will not proceed any further at this stage.

3. The incidence of the cost in respect of the use of the line for the training of Railway Troops falls to be considered when the plan (para. 2 of (32) ^{above}) relating to such use is at hand.

4. A copy of (32) will be forwarded to the G. M. R. for information at this juncture.

K.I.V. para. 4 of (33)

B.U. 20.8.40

R.S.Hy
17.8.40

R.S.Hy
17.8.40

(34)

Seen. As at paras 2 and 4.

2. For para 3 see also SF/521/40.

AM
8.9.40

Secret Section

May SF/521/40 be attached pl.

R.S.Hy
14.9.40

SF/521/40 is att'd for

(35)

Letter to G.M.R. — 23.9.40.

G.H. after

Ad. Sec. seen (36) R.S.Hy

24.9.40

(36)

Ad. Secretary

You should, I think, see from (29) for information.

R.S.Hy
24.9.40

(37)

YE

(32) submit for YE's information,
with refⁿ to (26) + minute (29).

M. 25/9 J. (25/9)
J.

48 (48 has
already seen
info from
of city units)

(38)

Letter from G.M. R. dated 25.5.40
Transferred to SF/52/40

P.A.
R. S. A. /
26.9.

(39)

Letter from G.M. R. dated 31.12.40

dy 21

(40)

J. G. P.

May I please have your early observation
on the request in (29).

2. Please see in this connection from (22)

R. S. A.

(41)

5.1.41

489.

There is no justification for the
Police to continue the use
of their telephones lines as we have
other means as well as wire/less.

I h^o. Therefore willingly give it
up in favour of the Military.

M.
6.1.41

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
RECEIVED
13 JAN 1941

P. M. 6.

Pl. see (39) and (41). In this connection pl. see from (30)

2. I shall be grateful for your early observations on (39)

R. L. Ash
12.1.41

(43)

Chief Secretary,

From (41) it is clear that the Police are willing to surrender the circuit in question and so far as my department is concerned it can be made available for railway working purposes.

2. There are, however, certain aspects of the safety working proposed which have not been stated by the Brigadier i/c Administration. If it is intended to adopt staff working the Railways will have to supply the necessary instruments. Enquiry which has been made in Haifa, however, reveals that no staff instruments are available in the country. In those circumstances it must be assumed that telephones will be required at Affula, Jenin, Arraba, Sile, Masudiye, Nablus and Nur esh Shams. The telephone instruments and the erection of spur lines at Arraba, Sile and Masudiye, which are a considerable distance from the trunk route now following the road alignment, will cost approximately LP 150. The work could be completed within ten days of receipt of authority and the necessary funds which, it is presumed, the Forces will be asked to provide.

3. In his letter of the 31st December the Brigadier i/c Administration states that there is an independent telephone route between Affula, Nablus and Tul Karm. This is misleading as there is no such

route/



P.T. 85/39/4.

route. The circuit he has in mind is a pair of wires on the main Post Office routes between those points and I would add that various tapping-in points have been provided over the course of the route for use by the Police when on patrol. If the circuit is placed at the disposal of the Military Authorities these tapping-in points will have to be disconnected from it, a consideration which may have not been known to the Inspector-General when he wrote minute (41).

4. I suggest, therefore, that before any further communication is made to the Military Authorities the Inspector-General should confirm that the various tapping-in points are no longer required.

R. S. Aylmer

POSTMASTER GENERAL.

17/1/41.

(44)

I. G. P.

I have seen (43) w.r.t. you minute at (41)

2. I shall be grateful for your early attention.

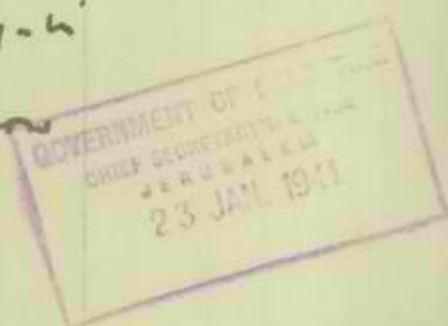
R. S. Aylmer
20.1.41

(45)

*G. Thompson's view to tapping-in
points referred to are not now
required.*

22/1/41

*6/1/41
1 H.*



(46)

D. F. S.

Pt. see from (39)

2. In view of (41), (43) and (45) I propose, subject to your concurrence, to inform the Brigadier i/c. Admin that Govt. has no objection and that they may use the line on the understanding that (a) they meet the cost of the necessary repairs referred to in para. 2 of (43) and (b) ^{they pay} the whole rest to P. M. G.

R. S. Khay
23.1.41

Yes
23/1

47

Letter to Brigadier i/c Admin - 27.1.41
Copies to: P. M. G & G. M. R.

B. U. (47) on 15.2.41

R. S. Khay
18.1

(48)

Note:

P. M. G. rang up i. c. w. (47) and explained that the works referred to in (47) are "construction" works and not repairs. He asked that this should be made clear to the military authorities. Hence (49).

R. S. Khay
30.1.41

489

Letter to Brigadier i/c Administration 31.1.41
Copies to: P. M. G & G. M. R.

R. S. Khay
1.2.41

(50)

Letter from G. O. C dated 10.2.41.

(51)

S. S.

Pt. send copy of (50) to P. M. G. for early clearance w. r. t. (47) and (49)

R. S. Khay
13.2.41

52

If copy of (50) sent to P.M.G. - 15.2.41
(For early observations)

Ans 51

3.9.20/2
R.S. Hy 17.2.41

53

Letter from GOC dated 19-2-41

10/20/2

(54)

S.S.

1/c. of (53) to P.M.G. for n.a. on para. 1 } n.a.c.
2. observations on para. 2 } (47)

2. L/c. of (53) to G.M.R. for information, n.a.c. (47)

R.S. Hy
30.2.41

55

If copy of (53) sent to P.M.G. - 21.2.41
(for n.a. on para 1 & obs on para 2)

56

If copy of (53) sent to G.M.R. f.i. 21.2.41

57

Letter from P.M.G. dated 20-2-41

10/20/2

B.H. 1.2.41 -> (56)
(57)

R.S. Hy
22.2.

58

Letter from P.M.G. dated 24.2.41

10/20/2

(59)

P.M.G.
P.F.S.

I shall be grateful if you would be good enough to vet the terms of the draft letter in para (54a). It is based on your letters at (57) and (58) herein. But I am not quite clear as to technical differentiation I have made between the trunk circuit and the spare lines at the dates from which rental will be charged. Am I right in assuming that

the intention is as follows: ?

The Military Authorities will be charged:

- (a) £150 for construction of the Spun lines (including the materials for all points) will be due as soon as the work is completed.
- (b) £12 per annum for maintenance of the Spun lines; this charge to begin to run from ^{also} the date as soon as the work is completed;
- (c) £260 per annum for rental of the trunk circuit; this charge ^{not} to begin to run until such time as the trunk circuit is taken over by the Military Authorities.

R. S. Aylmer
27.2.41

S. 783/41

(60)
On being your appreciation of the
financial implications & correct
in each particular & correct
in the terms of the draft letter
R. S. Aylmer
4.3.41

S.S.

I am sorry I have not
indicated that I'd like
a copy of the letter in question
sent to P.M.G.

2. Will you send the copy
to P.M.G. and keep the
original (i.e. 590)

as the fifth copy
3. I shall be grateful if
a 1/c copy may be sent
to P.M.G.

R. S. Aylmer
17.3.41

Thank you

P.A.

R. S. Aylmer

8.3.

(61)

Letter to Brigadier i/c Hdm. 7.3.41

(62)

If copy of (61) sent to P.M.G. 18.3.41

(63)

27/3 Letter from Cyt C dated 26.3.41

(64)

P.L. send a copy of (63) and enclosure to P.M.G. for
early observations

R. S. Aylmer
27.3.41

(65)

Life copy of (63) & encl sent to P.M.G. 29.3.41
for early observations.

2/2/41

(66)

Letter from P.M.G. dated 2.4.41

3/4

(67)

Letter to G.O.C. 7.4.41.
Copy to: P.M.G.

BU. 15.4.41

11/11

PA 15.4.41

A.S.
BROUGHT FORWARD
AS REQUESTED
15.4.41

68. Q. 10 — 27.5.41

30/5

69. Q. 10 — DR/PA/3455/9(1) — 30.5.41

Transferred
to CS 531

70. To. R.M.G. — 2.6.41

Transferred to C.S. by
L.C.R.
3/6/41

71. Extract from minutes of Lydda L.S.C. 30.12.41

13/1

72. D.F.S.

(1) Submitted
2. ? In form G.O.R. & ask him to submit
an application for S.W. if necessary.

1/14/1

73. To. G.M.R. 15.1.42
Copies to: I.G.P. & Lydda L.S.C.

Reg P. — P.1/421 — 13.1.42

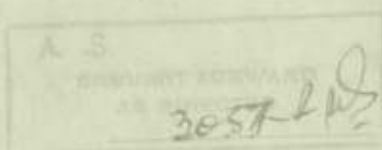
16/1

PA 16/1/42

74. Q. 10 — 990 — 14.5.42

15/5

77 to G.H.P.R. (Show to aud) — 18.5.42.



B.V. 30/5
RV 19.5.42
Reminded G.H.P.R. here.
B.V. 30/7
RV 18.6.42

78. G.M.R. — 39/9/2 — 16-7-42

Have informed D.C. Samuels of 78

P.A.
RV
18.7.42

79. A.D.C. Nablus — 990 — 28-7-42

I will explain to B.D.C. at Nablus

P.A.
RV
31.7.42

80. D.A. : G.M.C. — 94848 — 14-3-44

(81) Copies to G.H.P.R. for J.B.

PA 82. To G.M.R. — copy (80) (80^a) (80^b) — cf. — 17.3.44

83 G.M.R. — d/o — F.1/A3 — 21.9.43.
Asks for copy of ①

(84) Miss King

At some period there must have been inadequate cross-referencing (not necessarily your fault). Minute ① & subsequent action deals with the subject I am trying to track down but the same question (lifting the A-fulla to Nablus rail track) has to my certain knowledge been the subject of certain discussions not recorded in this file; the point then emphasised (by me) was the political objection which I believe H.E. accepted at the time. Would you please try to track down those papers for me? As a beginning I suggest you try (with the aid of Mrs Small where needed) the following files — in the order given.

(Continued)

- (i) CS. 531 Nothing relevant. Hubs 27/9
- (ii) SF/172/40 Nov clearance
- (iii) the 'R' files annotated on cover of this file
- (iv) Any clues found in (i)(ii)(iii) above

NO HUB

MR 26/9

85. gmr —

F.1/43

7-10-44

86. Adm. Sec. A/c.s (through A/55) W.
Folio (85) submitted for information
at this stage. D 10/10

MR 10/10

Seen H. 11/10

87. To g.m.r. — sent on 9.1.45

A.S.
BROUGHT FORWARD
AS DIRECTED
AT 20-1-45

SF/172/40
SF/128/40
CF/243/32
R/43/35
R/66/36
R/76/36
R/54/32
R/64/36
R/105/36
R/135/31

Mem.
Folio 1076
CS. 536
-detached
pro-tem

Per Folio to H:
Dated 14/10/45

ALL 12/1/45

ALL 21/1/45

88. M. Crawford — L.O. 34 — 6-2-45

89 M. Crawford — L.O. 34 — 13-2-45

90. Reminder to g.m.r. — ref (87) — 19.2.45

Pl. send a
reminder to
GMR re p (89)
D 16/2

91. To g.m.r. — copy (87) — Duplicate — ref (90)

Bu 6/3
20.2.45
Bu 16/3

92. gmr —

F.1/43

2-3-45

(93) At Adm. Sec. A/c.s

Folio (92) sfi at H. Heger

MR 16/3

A.S.
BROUGHT FORWARD
AS DIRECTED
AT 17-4-45

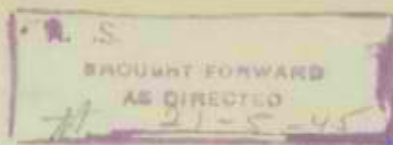
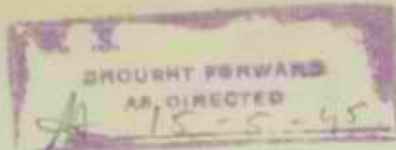
Seen H.

D 13/3

Per 195-429 (42)
14.11/4

Per 11/4
In progress
18.11/3

Bu. 2015-29 (92)
10/17/5

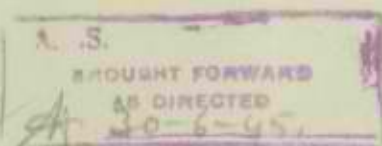


94 EymR — F.1/43 — 25-5-45

(95) Ag. Adm. Sec.

File (94) at the stage.

9/29/5.



Seen 11/29/5



Bu. 2016

3/29/5

B.O. 30/7

m. 3/16

P.A.

96 EymR — F.1/44 — 15-3-46

(97) US(A) 10/13/46

US(F) 10/13/46

Att. (96) submitted for

10/13/46

This file should now be open.

11/3/46

11/2/46

(98) S.M.R. — F.1/44 — 4.6.46

(99) US(A) 10/7/46

US(F) 10/8.6.46

(a copy of 10/8/46 should be sent to

for (98) file

D.C. Samaria file)

10/7/46

10/8.6

R. Copy of 10/8/46

to D.C. Sam.

for info

10/11/46

100 Copy of (98) sent to D.C. S.D. file - 11.6.46

(101)

G. M. R.

F. 1/4/4

18. 6. 46

S. F. T.

P. A.

2/6/46

2

94
February, 1940.

R/6/40

General Manager,
Palestine Railways.

1

I am directed to transmit to you the accompanying memorandum which has been prepared from Secretariat files on the subject of the Affule-Nablus-Tulkarm railway, and to say that His Excellency wishes consideration to be given to the question of the future of this unused section of the railways in Palestine.

2. I am to request you to submit your views on this subject and in particular to enquire:-

- (i) if there is any argument, commercial or otherwise, for the reopening of either section of the line at present;
- (ii) if either section of the line is likely to be of any use in the future;
- (iii) if there are at present any upkeep expenses, e.g. on the maintenance of buildings, track rolling stock, or on the lease of land;
- (iv) if any provision is made for renewals. If so, how much and, if the answers to (1) and (2) are in the negative, how is the provision justified;
- (v) if these lines are considered to be of no use in situ now or in the future (and whether or not they are costing anything in maintenance) could the materials be sold, e.g. either (a) as scrap, or (b) to some commercial concern for use elsewhere;
- (vi) would materials be likely to be of any use if transplanted for the construction by Government of a railway in another locality.

CS

R. G. M. GREIG
CHIEF SECRETARY.

January 1911

General W. H. ...
Washington, D. C.

I am ...

...

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(7)

Dear Friend

Recd 12/24/40.

I am putting
the attached letter in an
envelope addressed to you
as I am not sure
that paragraphs 3 & 4 are
not to same extent
confidential.

Yours sincerely,

C. R. Webb.

30/3/40.

177 ✓

(7a)

Palestine Railways.

Telegraphic Address:
"Railways, Haifa."

General Manager's Office,
Haifa.

Enclosures

Reference No.
39/9/2.

30th March 1940.

Chief Secretary.

2.

Subject :- Affula-Nablus-Tulkarm Railway.
Reference:- Your letter R/6/40 of the 9th February 1940.

My replies to the questions asked in
paragraph 2 of your letter are as follows :-

Ref: 8490:-

- (a) (i) No.
- (b) (ii) No, unless for military use.
- (c) (iii) An expenditure of about £P.100 a year is incurred in patrolling the line and attending to very minor repairs. Also the Hijaz Railway is charged with £P.63.500 mls a year representing the share of that railway in the cost of maintenance of the Tulkarm station which is for the joint use of the Palestine and Hijaz Railways.
- (d) (iv) No provision is made for renewals.
- (e) (v) The material could be sold as scrap which at present is worth about £P.3.500 mls a ton. It is unlikely that there would be any demand elsewhere for track of this gauge.
- (f) (vi) Yes.

2. The gauge of the line is an unusual one. It is not quite 3'6" but 105 centimetres which is 3'5.354".

3. In paragraph 8 of Despatch Secret 'A' (Reference No. TC.69/35) of the 5th September 1938 to the Secretary of State a reference was made to the suggestion that the material from this line could be used for the reconstruction of the Hijaz Railway line between Mudawara and Medina in Saudi Arabia. There is also an allusion in that Despatch to the peculiar status of the

250 of R/6/40 of 16/35

Over.

Hijaz Railway but whatever may be the position in that respect in regard to other parts of the railway I think it is doubtful if it applies to the section between Mas'udiya and Tulkarm which I understand was constructed ^{as} as a military railway in the last War. The final sentence of the Despatch refers to the possible importance of the line in the event of partition and it is true that the Partition Commission showed considerable interest in the line.

4. Apart from any military requirements the only possible use for the materials in Palestine which I can see would be for the construction of a railway between the Dead Sea and Beisan, a project which was referred to in the High Commissioner's Confidential Despatch C (Reference No. Q/1/34) of the 24th February 1934 to the Secretary of State on the subject of additional transport facilities for the Palestine Potash Company.

Chubb

General Manager.

CD.

** I am informed by Mr. K'bridge, who has made certain investigations at my request, that this is NOT SO. This line, like the rest of the system, was constructed before 1914 as part of the Hijaz railway.*

11/4/40

D.C.S.

With reference to your (12), please see the Treasurer's (13). It is realised that the peculiar status of the Hijaz Railway would have to be given due account if the Affuleh - Jenin - Mas'udiya - Nablus^{Tulkarm} - 2 line were sold. I confess, however, that I cannot see why any revenue derived from such sale should not be used to offset the very considerable expenditure which the Hijaz Railway has cost the Palestine taxpayer since 1920. As you know, and as the whole of the Treasurer's minute in SF/^{172/40}~~64/33~~ is designed to show, we are not obliged - under the Bompard Declaration and other pronouncements - to pay over any sums to the hypothetical advisory ^{Council}~~Committee~~ of Moslem powers unless and until the Section of the Hijaz Railway in Palestine and Trans-Jordan is a paying concern.

2. There is one other point. The alignment Affule - Nablus^{-Tulkarm} cannot be said to foster the pilgrim traffic, which the Saudi Government maintains is the object of the Hijaz Railway. There would seem to be nothing against shifting it to run from say, Kallia to Beisan^{Beisan} ~~Samakh~~ in this connection.

3. If in any way, e.g. by selling part of the railway to the Palestine Potash Company, the Hijaz sections in Palestine and Trans-Jordan could be placed on a paying basis, the aim of the Bompard Declaration would be that much nearer fruition. It would be along this line that any Moslem objections to such a sale as is mentioned above could be met.

3. If you agree with the above, the important thing to find out is how much would it cost to move the line to e.g. Kallia - ^{Beisan}~~Samakh~~ and to relay it and what would the Palestine Potash pay therefor^{on site}? 2

25 May, 1940.
HA.

(initd:) J.F.C.

length is
98 Kilos.

length, say,
90 Kilos.
to 98 Kilos.



The first part of the paper is devoted to a general
discussion of the subject. It is then divided into
three main sections. The first section is devoted to
the study of the history of the subject. The second
section is devoted to the study of the present state
of the subject. The third section is devoted to the
study of the future of the subject. The paper is
concluded with a summary of the main points.

17

Confidential

P/6/40

3rd
June, 1940.

General Manager, Palestine Railways.

Subject: Affuleh-Habbus-Tulkarm Railway.

Reference: Your letter no. 39/9/2 dated
the 30th March, 1940.

I am directed to request you to furnish
me with the following additional information
regarding this line:

- (a) roughly how many tons of scrap could be
made available for sale?
- (b) how much money would accrue from such sale?
- (c) what would be the approximate cost of dis-
mantling the track?

CHIEF SECRETARY

Mr. Cornes

Received by _____ b. _____

42

2/6 18

Palestine Railways.

Telegraphic Address
Railways Haifa.

Enclosures

General Manager's Office,
Haifa.

Reference No.
39/9/2.

10th June 1940.

CONFIDENTIAL.

Chief Secretary.

Subject :- Affula-Nablus-Tulkarm Railway.

Reference:- Your letter R/6/40 of June 3rd 1940.

(17)

The replies to your questions are as follows :-

- (a) Roughly 10,000 metric tons of steel (rails, sleepers and fittings) would accrue from the salvage of the Affula-Nablus-Nur Esh Shams lengths of the Hijaz Railway.
- (b) The product of sale as scrap would be about 10,000 tons x £23.726 mils - £P.4000 = £P.33,260.
- (c) The £P.4000 deducted in (b) is the approximate cost of dismantling.

2. It would be unfortunate if all this material were to be sold because it would be very desirable to retain at least some of it for maintenance of the remainder of the Hijaz Railway and for any possible short extensions which may become necessary. We were approached for such an extension a short time ago for military purposes but the project appears to have been abandoned or at least postponed; however there may be others and in regard to maintenance neither the steel sleepers nor the rails are of a standard type and are, therefore, more difficult and expensive to obtain. The original track was of Belgian manufacture. A stock of secondhand material for maintenance purposes would save a great deal of money over a course of years as was the case with the use of the dismantled Rafa-Beer Sheeba line for the maintenance of the Palestine Railway.

3. However, there may well be over-riding reasons for the disposal elsewhere of the whole of the material from this railway but in case Government wishes to have the information I will consider how much we might reasonably retain.

CE.

C. L. Bebb
General Manager.

Palestine Railways

GOVERNMENT OF PALESTINE

CHIEF SECRETARY'S OFFICE

REGISTRY

15 JUNE 1940

21/5

General Manager's Office,
Haifa.

Telegraphic Address:
"Railways, Haifa."

Enclosures

Reference No.
39/9/2.

10th June

19 40.

Dear Sirs,

Referring to the attached letter. I think I should tell you that while receiving from you letters which tend to indicate a possible intention to dismantle this line I am receiving through the D.A.D. Transportation enquiries pointing to a possible request by the Army for its re-opening and use for military purposes. Perhaps Government may wish to communicate with Force Headquarters if this has not already been done.

Yours sincerely
A. Webb

J.F. Cornes Esq.,
Chief Secretary's Office,
Jerusalem.

CE.

SF/400/40

SECRET

24, June, 1940.

Sir,

I am directed to address you on the subject of the Affule-Nablus-Tulkarm railway.

2. This railway is of 105 cm, the same as the Hijaz railway, and consists of three sections:-

- (a) a section, Tulkarm to Nur-Esh-Shams. 5.5 kilometers;
- (b) a section, Tulkarm to Anabta to Masudiya (near Sebastiah) to Nablus. 33 kilometers;
- (c) a section, Affule to Jenin to Silat-Ed-Dahr to Masudiya. 60 kilometers. Sections (b) and (c) are not in use but the track is in situ.

3. The High Commissioner has been considering the future of this railway and would like your views as to whether it might not be dismantled.

I am,
Sir,
Your obedient servant,

(Sgd) J. F. CORNELL

CHIEF SECRETARY.

The General Officer Commanding,
British Forces in Palestine & Trans-Jordan,
Headquarters,
Jerusalem.

Mr. Cornell
24/6/40

21
23

SECRET

SF/400/40

24 June, 1940.

Dear Mr. Webb,

(19)

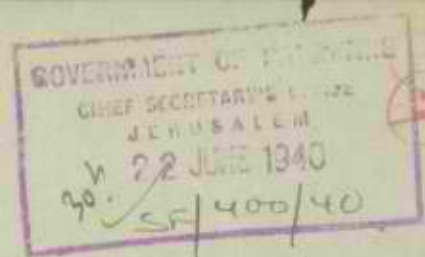
Please refer to your demi-official letter No.39/9/2 dated the 10th June, 1940, to me. We have not previously asked for the General Officer Commanding's views about the Affuleh-Nablus-Tulkarm railway, but we are now doing so.

Yours sincerely,

(Sgd.) J. F. CORNES

Serialized	} by Mr. Cornes
Indexed	
Reviewed by _____	
Signed by _____	

C. R. Webb Esq., O.B.E., M.C.
General Manager,
Palestine Railways, Haifa.



Palestine Railways.

*General Manager's Office,
Haifa.*

*Telegraphic Address:
"Railways Haifa."*

Enclosures

*Reference A⁶
39/9/2.*

19th June 1940.

CONFIDENTIAL.

Chief Secretary.

Subject :- Affula-Nablus-Tulkarm Railway.

Reference:- Your correspondence P/6/40.
SF/400/40

Referring to my letter of June the 10th. It is thought that we should retain about 25 kilometres, say 3000 metric tons of complete track of this line for maintenance or possible short extensions elsewhere.

2. There may also be another use for material from this railway, namely to be made up into sleepers for the Palestine Railway if, as appears likely at present, we are unable to obtain further supplies of wooden sleepers. A consignment of wooden sleepers was actually on the way from the Black Sea when Italy declared war and as we have heard nothing ^{more} of the ship I am afraid it has gone back.

3. In the circumstances I would ask that I may be further consulted before any definite decision is reached as to the disposal of the Affula-Nablus-Tulkarm railway.

CD.

Chubb.
General Manager.

(22)
(X)

SECRET

SF/400/40

27 June, 1940.

General Manager,
Palestine Railways.

Subject :- Affula-Nablus-Tulkarm railway.

Reference:- Your letter No.39/9/2 dated the
19th June, 1940. (22)

I am directed to convey the assurance
requested that you will be consulted further
before any definite decision is reached as to
the disposal of the track of the above-mentioned
line.

Drafted	by	Mr. Cornes
Issued		
Draft approved by		G. H. 25/6/40.
Full copy typed by		

(sgd.) J. F. CORNES

CHIEF SECRETARY.

SECRET.

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
JERUSALEM
27 JUNE 1940

Headquarters, British Forces in
Palestine and Trans-Jordan.
JERUSALEM. 26th June, 1940.

CR/Pal/3455/Q(M).

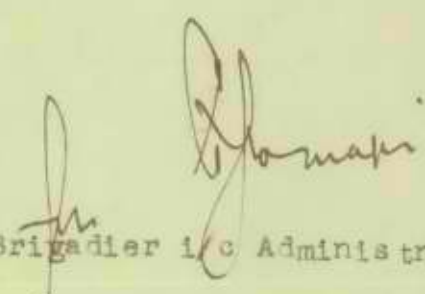
Sir,

(20)

I have the honour to refer to your letter No. SF/400/40 dated 24th June, 1940, and to inform you that the question of re-opening the 105 c.m. Railway - AFFULE-NABLUUS-TULKARM - for military traffic, is under consideration and to request that until a decision is reached, no question of its dismantling be entertained.

A further communication will be addressed to you on receipt of a decision from General Headquarters, Middle East.

I have the honour to be,
Sir,
Your obedient servant,


Brigadier i/c Administration.

The Chief Secretary,
Government of Palestine,
JERUSALEM.

SECRET.

Recd.
5/7

30

Copy No.

CIPHER MESSAGE.

This message may be referred to in "Clear" or on the telephone and the originator's number quoted. The text, however, remains secret and when no longer required will be **BURNT**.

OPF. 9741-0000-17-5-43 1223, 3

To—	Time of origin
From—	Time of receipt
HIDEAST MILPAL	1410L.T.
5/7	Originator's number
H.P. 6024	

+ JEMIN Light Railway (.) Reference my
letter 3455 Q(M) of 12 Jun (.) Urge
IMMEDIATE resuscitation of this branch
line at small cost is a wise precautionary
measure.

Distribution :-

Ciphers	1
Brig i/c Adm	3 (Originator) file 3455
B.G.S.	1
G.S.O.l.(I)	1
Q(M)	1
Chief Secretary	1

Certified that only 8 copies have been typed.

L. B. Mansell
Brig i/c Adm.

BH:

Colonel Campigli informed me that the line
Jenin - Affule could be re-opened in three days
and the line Jenin - Nablus in fourteen days.

5/7

SECRET

SF/400/40

6. July, 1940.

General Manager Railways.

Subject :- Affula-Nablus-Tulkarm Railway.Reference:- Your letter No. 39/9/2 of the
19th June, 1940. (24)

I am directed to refer to a conversation between Col. Campigli and Mr. Scott of the Chief Secretary's Office which took place on the 5th July, 1940, and to forward herewith, for information, a copy of the text of telegram dated the 5th July sent from the General Officer Commanding, British Forces in Palestine and Trans-Jordan to the General Officer Commanding-in-Chief, Middle East.

Drafted }
Dictated } by Mr. Cornes.
Draft approved by
Full copy typed by C.H. 6/7/Ho.

(Sgd.) ROBERT SCOTT

CHIEF SECRETARY.

SECRET.

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
JERUSALEM
16 AUG. 1940 (32)

Headquarters, British Forces in
Palestine and Trans-Jordan,
JERUSALEM. 15th August, 1940.

CR/PAL/3455/Q(M).

Sir,

I have the honour to refer to your letter No.
SF/400/40 dated 24th June, 1940, and this Headquarters
CR/PAL/3455/Q(M) dated 26th June, 1940.

This question was referred to General Headquarters,
Middle East who consider that this line should not be dis-
mantled. A plan for its use for training Railway Troops is
under consideration by General Headquarters, Middle East.

I have the honour to be,
Sir,
Your obedient Servant,

A. A. Ammehill

Brigadier
i/c Administration.

The Chief Secretary,
Government of Palestine,
JERUSALEM.

SECRET

SF/400/40

23rd September, 1940.

General Manager,
Palestine Railways.

Subject :- Affula-Nablus-Tulkara Railway.

Reference:- Your letter No.39/9/2 of the
19th June, 1940.

32 With further reference to your above quoted letter, I am directed to transmit, herewith, for your information copy of a letter from the Military authorities in Palestine, and to inform you that the proposal relating to the dismantling of the line in question will not be pursued any further at this stage.

8 2. I am to refer in this connection to my letter No.SF/521/40 of the 12th instant and to request that you will also consider, before the proposed discussions take place, the question of

P.T.O.

incidence of the cost in respect of the use
of the said line for the training of
Railway Troops.

(Sd.) R. S. LUSKIN

CHIEF SECRETARY.

M. Hunsdon

Per

21/9

HEADQUARTERS, BRITISH FORCES IN
PALESTINE AND TRANS-JORDAN,
JERUSALEM. 39

CR/PAL/3455/Q(M).

31st December, 1940.

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
REGISTRY
2 JAN. 1941
125

Sir,

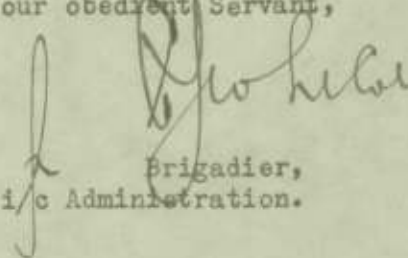
I have the honour to refer to this Headquarters letter No. CR/PAL/3455/Q(M) dated 15th August, 1940, and to state that the AFFULE-NABLUS-TULKARM line is being used for the training of Railway Construction troops and is well advanced in repair and reconditioning.

1. For safe working and to increase the value of the line for training purposes, telephone communication between stations is necessary.

2. There is an existing independent telephone route, not connected with the main system, which was used by Railways in former years when this line was operated. It is understood that this line is at present rented from Posts and Telegraphs by the Police who make very occasional use of it.

4. It is requested that the use of this telephone line for military railway purposes may be authorised. Should the route still be needed by the Police it is considered that there should be no difficulty in sharing its use and rental.

I have the honour to be,
Sir,
Your obedient Servant,


Brigadier,
i/c Administration.

The Chief Secretary,
Government of Palestine,
JERUSALEM.

Amel
(53)

SF/400/40

27th January, 1941.

Sir,

39

I am directed to refer to your letter No. CR/Pal/3455/Q(M) dated the 31st December, 1940 on the subject of telephone communication between stations on the Affuleh-Nablus-Tulkarm railway line, and to inform you that the Inspector General of Police is willing to surrender the telephone circuit in question in your favour and that this circuit may be made available for military railway purposes.

2. I am to point out in this connection, however, that there is at present no independent telephone route between Affuleh, Nablus and Tulkarm, that the existing circuit is merely a pair of wires on the main Post Office routes between those points and that the staff-instruments necessary for the safe working of the line are not available in the country. In the circumstances it must be assumed that telephones will be required at Affuleh, Jenin, Arraba, Sileh, Masudiyeh, Nablus and Nur Shams. The telephone instruments and the erection of spur lines at Arraba, Sileh and Masudiyeh, which are a considerable distance from the trunk route now following the road alignment, will cost £ 150; and the work could be completed within ten days of the receipt by the Postmaster General of the necessary authority.

Brigadier
i/c Administration,
Headquarters,
British Forces in Palestine & Trans-Jordan,
Jerusalem.

P.T.O.

3. In the circumstances I am to enquire whether apart from paying to the Postmaster General the whole rental of the telephone in question, you will be prepared to provide the funds necessary for the ^{construction works} repairs indicated in paragraph 2 above.

I am,

Sir,

Your obedient servant,

R. S. Hussain

CHIEF SECRETARY.

Copies to: Postmaster General.

General Manager, Palestine Railways.

Sent by	<i>Raja. H. Hussain</i>
By	
For	
For copy filed by	<i>CH 456/101</i>

48

SF/400/40

31 January, 1941.

Sir,

47

I am directed to refer to my letter of even number dated the 27th January, 1941 on the subject of telephone communication between stations on the Affuleh-Nablus-Tulkarm railway line and, with reference to paragraph 3 thereof, to point out that the works indicated in that letter are "construction" works and not "repairs".

2. I am to request, therefore, that you will be good enough to amend paragraph 3 of my letter under reference by the substitution of the word "repairs" appearing therein by the words "construction works".

I am, Sir,
Your obedient servant,

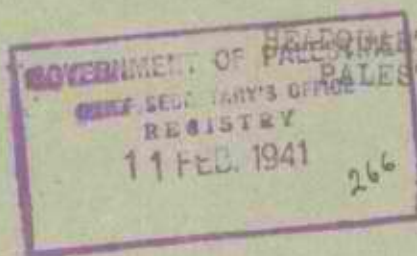
(Sd) R. S. HESSER

CHIEF SECRETARY.

Brigadier
i/c Administration,
Headquarters,
British Forces in Palestine
and Trans-Jordan, Jerusalem.

Copies to: P.M.G.
O.M. Railways.

Q PA 3455/Q(M).



HEADQUARTERS, BRITISH FORCES IN
PALESTINE AND TRANS-JORDAN,
JERUSALEM.

26th 10th February 1941.

Sir,

47

I have the honour to acknowledge receipt
of your letters numbered SF/400/40 dated 27th
and 31st January 1941 and to inform you that
General Headquarters have been asked to give a
decision on this matter. In the meantime
it is requested that you will ascertain and
notify this Headquarters of the rental of the
proposed telephone routes.

I have the honour to be,

Sir,

Your obedient servant,

Brigadier,
i/o Administration,

The Chief Secretary,
Government of Palestine,
JERUSALEM.

HEADQUARTERS, BRITISH FORCES IN
PALESTINE AND TRANS-JORDAN,
JERUSALEM.

53

CR/PAL/3455/Q(M).

19th February, 1941.

CHIEF SECRETARY'S OFFICE

REGISTRY

20 FEB. 1941

Sir,

47

275

I have the honour to refer to your letter No. SF/400/40 dated 27th January, 1941, and to request that you will arrange that the work mentioned in para. 2, estimated to cost £150, be commenced as soon as possible.

2 It is assumed that the matter of rental will not arise until the circuit is taken over. It is not proposed to take it over for use at present.

I have the honour to be,
Sir,
Your obedient Servant,



Lieutenant-General,
General Officer Commanding,
British Forces in Palestine and T.J.

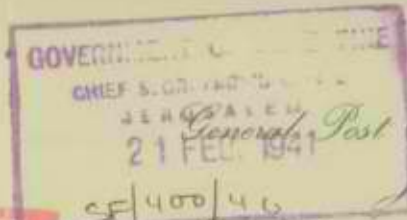
The Chief Secretary,
Government of Palestine,
JERUSALEM.

Reference.

No. P.T. 85/39/4.

Telegrams :

Postgen. Jerusalem.



57

General Post Office,
Jerusalem.
20th February, 1941.

SECRET

Chief Secretary,

Subject :- Military Telephones.

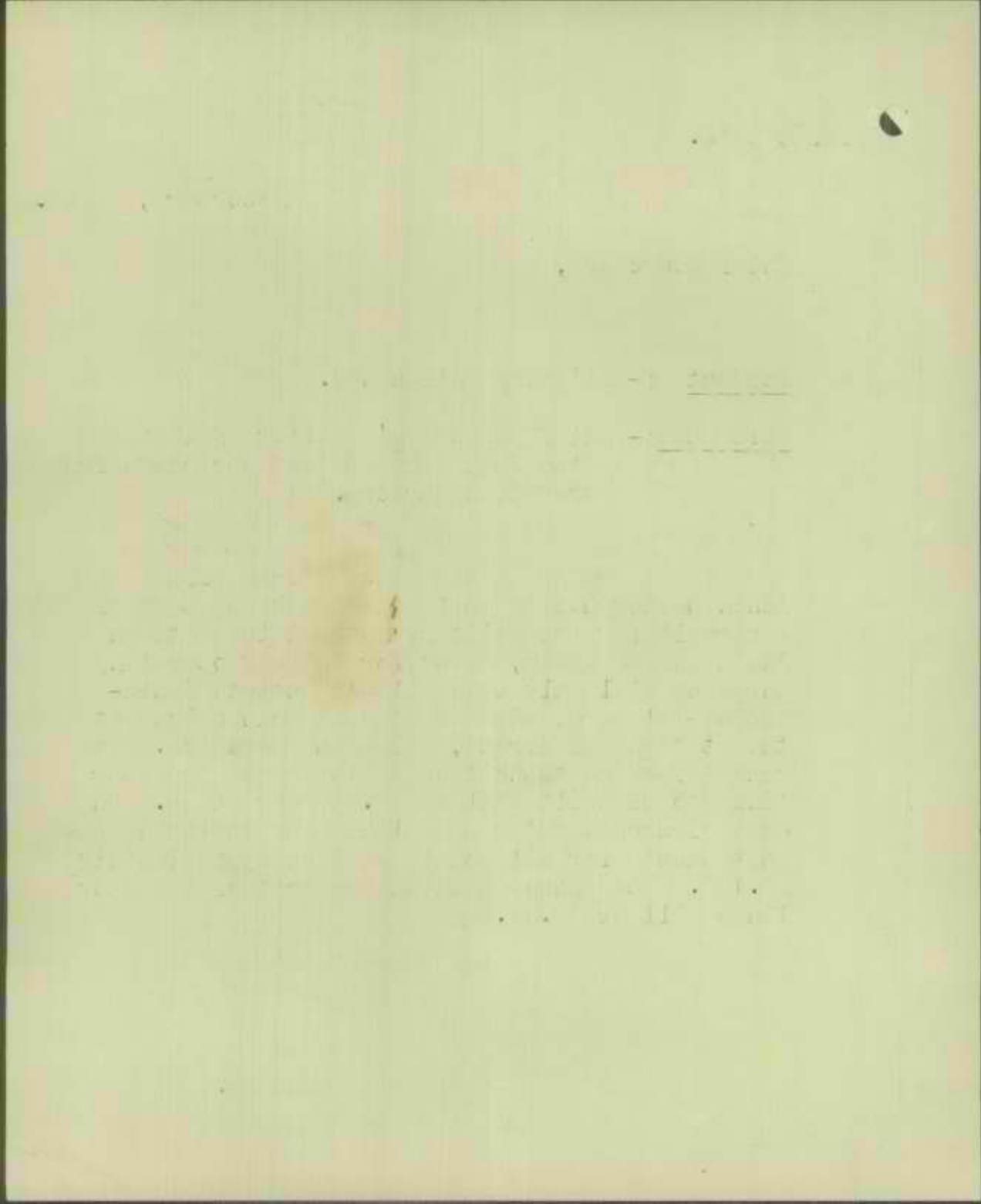
52

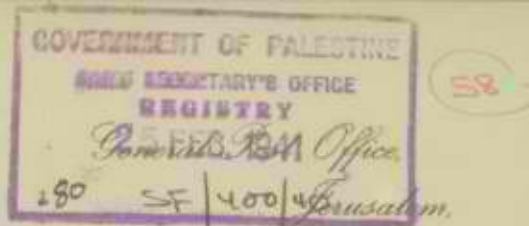
Reference:- Chief Secretary's letter SF/400/40 dated 15th February and enclosure from Force Headquarters.

Owing to the line between Affula and Jenin having had to be taken to make up part of a circuit for the Military authorities between Jenin and Nazareth, a trunk for Railway operating purposes will only be available between Jenin-Nablus-Tul Karm, with additional connections at the stations of Arraba, Sileh and Masudiye. The rental for the trunk line exclusive of the spur lines to be built will be LP.260 per annum. The cost of erecting the spur lines and including the instruments for all points will be approximately LP.150. The annual maintenance cost of the spur lines will be LP.12.

A handwritten signature in dark ink, appearing to read "H. H. B. B.", written over a horizontal line.

POSTMASTER GENERAL.





Reference

No. P. T. 85/39/4.

Jerusalem

Postbox, Jerusalem

21th February, 1941.

Chief Secretary,

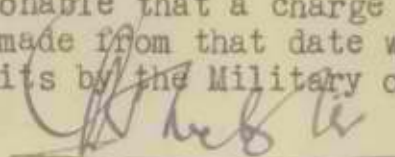
Subject :- Affula-Nablus-Tulkarm Railway.

Reference:- Your communication slip SF/400/40 dated 21st February, 1941, and enclosure.

Steps are being taken to erect the spur circuits to the intermediate stations as soon as possible.

2. It is noted that the circuit is not required for use at present and until it is required the trunk circuit between Jenin-Nablus-Tulkarm will be left for the use of the Police. Rental for the trunk circuit will not be debited against the Forces until such time as the circuit is placed at their disposal.

3. As regards the spur lines, however, which are now to be erected rental will begin from the date of completion of the work. The circuits are being erected for the special use of the Forces and have no other value so far as my department is concerned. As maintenance will begin from the time of their erection it is only reasonable that a charge by the way of rental should be made from that date whether use is made of the circuits by the Military or not.


POSTMASTER GENERAL.

1017

SF/400/40

7th March, 1941.

Sir,

53 I am directed to refer to the correspondence ending with your letter No. CR/PAL/3455/Q(M) dated the 19th February, 1941 on the subject of telephone communication between stations on the Affuleh-Nablus-Tulkarm railway line, and to inform you that steps are being taken to erect the spur circuits to the intermediate stations as soon as possible.

2. I am to say that owing to the fact that the line between Affuleh and Jenin having had to be taken to make up part of a circuit for the military authorities between Jenin and Nazareth, a trunk for railway operating purposes will only be available between Jenin-Nablus-Tulkarm, with additional connections at the stations of Arraba, Sileh and Masudiyeh. The rental for the trunk line exclusive of the spur lines to be built will be £R 260 per annum. The cost of erecting the spur lines including the instruments for all points will, as stated in my letter of even number, dated the 27th January, 1941, be approximately £R 150. The annual maintenance cost of the spur lines will be £R 12.

3. As regards paragraph 2 of your letter under reference I am to confirm that rental for the trunk circuit will not be debited against the military authorities until such time as the circuit is taken over by them. As regards

Brigadier
i/c Administration,
Headquarters,
British Forces in Palestine
and Trans-Jordan,
JERUSALEM.

P.T.O.

the spur lines, however, which are now to be erected rental will begin from the date of completion of the work. It will be recalled that these spur lines are being erected for the special use of the military authorities and have no other value so far as the Department of Posts and Telegraphs is concerned. As maintenance will begin from the time of their erection, it will be appreciated that it will not be unreasonable that a charge by way of rental should be made from that date whether or not use is made of the line by the military authorities.

I am,
Sir,
Your obedient servant,

N. S. Hussain
CHIEF SECRETARY.

Ex. Secy	<i>N. S. Hussain</i>
Ex. Secy	
Dist. approved by	
File copy typed	<i>Em</i> $\frac{2}{3}$

SECRET

HEADQUARTERS, BRITISH FORCES IN
PALESTINE AND TRANS-JORDAN;
JERUSALEM.

63

OR/PAL/315500(M).

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
JERUSALEM
27 MAR 1941

26th March, 1941.

Sir,

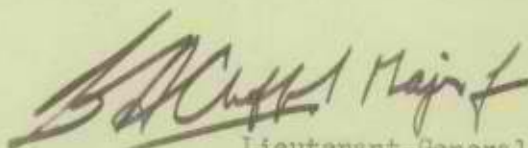
61

I have the honour to refer to your letter
No. SF/400/40 dated 7th March, 1941 and to forward
herewith a copy of a letter from the Assistant Director
Transportation, HAIFA, on this subject. It is requested
that the assurance sought in the last paragraph of this
letter may be given.

I have the honour to be,

Sir,

Your obedient Servant,



Lieutenant-General,
General Officer Commanding,
British Forces in Palestine and T.J.

The Chief Secretary,
Government of Palestine,
JERUSALEM.

SECRET.

63
COPY.

SUBJECT:- Inter-station telephone communication, TULKARM-AFFULE Line.

Force H.Q.

Tn/P.379.

Reference CR/PAL/3455/Q(M) of 10 Mar 41.

In the circumstances for which provision is being made by installing spur telephone lines to stations, through station-to-station telephone communication between AFFULE and TULKARM will be essential. If the AFFULE-TULKARM line is to be operated by anything more than one or two trains a day, railway telephone communication between JENIN and AFFULE will be imperative. The suggestion that this section might be left without means of communication discloses that our reason for wanting the telephone line has not been appreciated by Govt., i.e. that the use of the TULKARM - AFFULE line plays an important part in the scheme for the defence of P. & T.J.

Will you please obtain an assurance from Govt., that arrangements are made so that the moment we might need to operate the railway for war purposes, the telephone line between JENIN and AFFULE will be available. The military line JENIN - NAHLUS would of course still be required, so another public line would have to be taken over.

(SGD) C.E.M. HERBERT.

Haifa.
17 Mar 41.

Lieut-Colonel,
A.D.Tn.

Reference.

No. P.T. 85/39/4.

Telegrams:

Postgen. Jerusalem.

GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
JERUSALEM

3

General Post Office.

Jerusalem.

SECRET

2nd April, 1941.

Chief Secretary,

Subject :- Telephone Communication - Affulah-
Nablus-Tul Karm Railway Line.

Reference:- Your letter No. SF/400/40 dated 29th
March 1941.

I have to state that, so far as this Department is concerned, an assurance may be given to the Military Authorities that if, say, 24 hours notice is given a telephone circuit for railway working will be made available between Affulah and Tul Karm and Nablus with instruments in parallel at Jenin, Arraba, Sile, Massudiye and Nur es Shams.

2. The police circuit will be used to give communication, and the necessary spurs have already been erected at the intermediate stations vide minute No. 43 in file SF/400/40.

C. B. Kennedy

POSTMASTER GENERAL.

67

Drafted by *Rajan H.*
Initiated by *Rajan H.*
Draft reviewed by *C. K. H. H.*
Final copy typed by *C. K. H. H.*

SF/400/40

7th April, 1941.

Sir,

63

I am directed to refer to your letter No. CR/PAL/3455/Q(M) of the 26th March, 1941, regarding the telephone communication between stations on the Affuleh-Nablus-Tulkarm railway line, and to state that so far as the Department of Posts and Telegraphs is concerned, provided a 24 hours notice is given, a telephone circuit for railway working can be made available between Affuleh and Tulkarm and Nablus with instruments in parallel at Jenin, Arraba, Sile, Massudiye and Nur Shams.

I am, Sir,
Your obedient servant,

(Sd) V. M. LEVI

CHIEF SECRETARY.

The General Officer Commanding,
British Forces in Palestine & Trans-Jordan,
Headquarters,
Jerusalem.

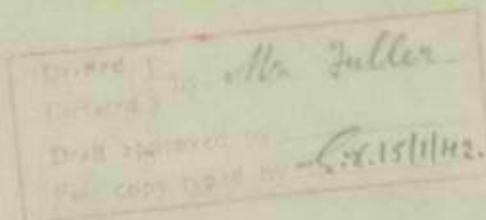
66

Copy to: P.M.G. w.r.t. his No. P.T. 85/39/4 of 2.4.41.

Extract from Minutes of a Meeting of the Lydda
District Security Committee held on Tuesday,
30th December, 1941, on CX/1070/38.

MINUTE 3. REPAIRS ETC., BLOCKHOUSES AND STATIONS - RAILWAY
PROTECTION.

The Superintendent of Police reported that certain repairs and additions were essential on the WADI GHAZZI - TULKARM Section and also at WADI SARAR. The Public Works estimate for the service is EP 80. The Committee recommend that the necessary funds be provided and the work completed without delay.



SF/400/40.

15 January, 1942.

General Manager,
Palestine Railways.

I am directed to inform you that the Superintendent of Police reported at a meeting of the Lydda District Security Committee held on the 30th December, 1941 that certain repairs and additions were essential to Blockhouses on the Wadi Gazzai-Tulkarm Section of the Railway and also at Wadi Sarar, the estimated cost being £P.90. I am to request you, in consultation with the Police authorities, to carry out the repairs and additions without delay, and to submit an application for supplementary provision for the amount required to complete the work if there are no funds otherwise available.

CHIEF SECRETARY.

Copy to: Inspector-General of Police.
Lydda District Security Committee.

THE PALESTINE POLICE.

(75)

IN REPLY PLEASE QUOTE

No. P.1/424.



HEADQUARTERS,
THE PALESTINE POLICE FORCE,
JERUSALEM.

13th January, 1942.

CHIEF SECRETARY.

Subject :- Repairs to block-houses -
Railway protection.

Action already
taken - see (75)

The Lydda Local Security Committee in their minutes of the 30th December, 1941, recommended that necessary funds be provided to carry out certain essential repairs and additions to block-houses on the Wadi Ghazzi - Tulkarm section. The additions include ablutions, and shelters for the sentries.

2. The District Engineer, Palestine Railways, has estimated the cost at £P.90.

3. As the work is indispensably necessary, I shall be glad if funds in this amount may be released to the Palestine Railways for the early execution of the work.

A. Samuels
INSPECTOR-GENERAL.

GOVERNMENT OF PALESTINE
CHIEF SECRETARY
JERUSALEM

5/400/105 MAY 1942

R/6/40

DISTRICT COMMISSIONER'S OFFICES
SAMARIA DISTRICT, NABLUS

76

14 May, 1942

Chief Secretary

Subject:- Tulkarm - Nablus Railway

I have been asked by the Nablus Chamber of Commerce whether Government would be prepared to consider re-opening the Tulkarm-Nablus Railway.

2. This line was closed during the rebellion owing to sabotage to bridges and track and to the difficulties in guarding against sniping. It was felt that the amount of traffic on the line did not justify the cost of measures to safeguard it, and when the question of re-opening the line was considered in 1940, the General Manager of the Palestine Railways, wrote to the effect that he had recently informed Government that he saw no likelihood for the use of these lines (i.e. Tulkarm-Nablus and Nablus-Jenin) for commercial purposes in the future.

3. Still further consideration was given to this matter in 1941, when the Chamber of Commerce requested that a service might be operated during the harvest season. It was again agreed that there was no justification for the service.

4. Under present circumstances, however, there would appear to be a prima facie case for the operation of a limited service, owing to the recent restriction on benzine and the considerable reduction in motor transport which will result therefrom. I recommend that the General Manager be consulted in the matter.

G. G. G. G.
ACTING DISTRICT COMMISSIONER

Copy to:- General Manager, Palestine Railways, Haifa
Asst. Dist. Commissioner, Nablus

78
GOVERNMENT OF PALESTINE
CHIEF SECRETARY'S OFFICE
JERUSALEM
17 JULY 1942

Palestine Railways

General Manager's Office
Haifa.

Telegraphic Address
Railways Haifa

Enclosures

Reference No.
39/9/2.

16th July

1942.

Chief Secretary. ✓

77
Subject :- Proposed re-opening of Tulkarm-Nablus line.
Reference:- Your letter SF/400/40 of the 18th May 1942.

I have held up a reply to your letter pending the settlement of a proposal by the Army to re-open the Nablus line with Army stock and personnel for training purposes. This proposal has been dropped, but I had been playing with the hope that the Army operating units might have agreed to handle some civil traffic had they re-opened the line.

2. In present circumstances the Palestine Railways could not re-open the line except by taking staff and equipment from parts of the Narrow Gauge system which are working to capacity. Staff, engines and vehicles are being used to the utmost in coping with military movements and, during the next month or so, we shall need every available locomotive and wagon, and may possibly have to borrow from the Chemin de Fer du Hedjaz, to convey the cereal crops (expected 40,000 tons) and the driess (expected 15,000 tons) from Trans-Jordan.

3. The operation of a short stretch of railway for only a seasonal traffic is seldom, if ever, a sound economic proposition because the other sections of the railway are usually working to capacity at the same season and cannot spare staff or rolling stock. We are having to engage temporary staff for a few months to cope with the Trans-Jordan harvest, but there we already have a standing regular staff working an open line.

CD.

General Manager
General Manager.

SF/400/40

18 May, 1942.

General Manager,
Palestine Railways.

(76) I am directed to refer to letter No. 990 of the 14th of May, 1942 from the Acting District Commissioner, Samaria, on the subject of the Tulkarm - Nablus Railway. I am to suggest that, for the reasons given by the Acting District Commissioner in his fourth paragraph, it may be advisable to reconsider the re-opening of a limited railway service between Tulkarm and Nablus.

ACTING CHIEF SECRETARY.

No. 990

GOVERNMENT OF PALESTINE
JERUSALEM

20 JULY 1942

DISTRICT COMMISSIONER'S OFFICES
SALAMIA DISTRICT, NABLUS

SP/400/40

28 July, 1942

Chief Secretary

Subject:- Tulkarm - Nablus Railway.

With reference to my letter No. 990
of 14-5-42, I should be glad to know how the
matter now stands.

[Signature]
ACTING DISTRICT COMMISSIONER

Copy to:- Asst. Dist. Commissioner, Nablus.

SF/400/40

Subject:- TULKARM- AFFULE railway line

HQ PALESTINE

Tele 4651 Ext 1

Q4848

15 MAR 1944

14 Mar 44

Chief Secretary
Govt of PALESTINE

I enclose for your information copy of Ref M/48/
12/Q(P) dated 1 Mar 44 from GHQ, together with copy of this HQ
reply of even number and date.

Copy to:- Mov & Tr

John Brown
1 Brigadier
DA & GHQ

IAS

Subject:- TULKARM - AFFULE railway line

HQ PALESTINE
Tele 4651 Ext 1
Q4848

80

GHQ MEF

14 Mar 44

Copy to:- G
Mov

Ref 1448/12/Q(P) dated 1 Mar 44.

- a) The line has not been in use since 1941.
- b) It is unlikely to be used for any military purposes so far as can be foreseen.

IAS

E. A. H. GOODWIN, Lt-Col,
Maj-Gen
for Comd
Palestine Base & L of C

806
COPY

Subject:- TUIKARM- AFFULE railway line

GHQ MEF
Ext 326
1448/12/Q(P)

HQ PALESTINE (Q Branch)

1 Mar 44

Copy to:- HQ RAF ME
Nov & Tn (MOV 7/102 of 10 Feb 44 refers)

1. Maintenance charges are being incurred in respect of the permanent way on the TUIKARM- AFFULE narrow gauge line, as a British Army commitment against the possibility of the line being required for military purposes.
2. In view of changed conditions it is now considered that this commitment might be terminated.
3. Will you therefore please state:-
 - (a) if you use this line now, and, if so, for what purpose;
 - (b) if you anticipate that you may require to use the line at some future date, and, if so, for what purpose.
4. HQ RAF ME have stated that they do not require the line in question.

(Sgd) Alex G. COCHRANE

for Maj-Gen
DQMG

Palestine Railways.

83

Telegraphic Address:
"Railways, Haifa"

General Manager's Office,
Haifa.

Enclosure

Reference No.

F.1/43.

21 September, 1944.

CS 536

Dear Kirkbride,

The note which you prepared upon the question of disposing of the Hijaz Railway property does not appear to be in my file and I would, therefore, be extremely grateful if you could let me have a copy.

Yours sincerely,
A.L. Kirkbride

A.L. Kirkbride Esq., O.B.E.,
Administrative Secretary,
Government Offices,
JERUSALEM.

CD.

NB Folio 1076 CS. 536

10/1/45 Small

(1076) CS.536 is the paper

I had in mind - Thank you.

- There is another file (almost certainly SF) on which I shall answer Mr Kirby's letter behind this note, as I know what is behind his enquiry. It is the file containing a suggestion (? 1938 or 1939) to dismantle the Afulla - Sabarwa - Nablu section of the Hijaz Railway. When that file is traced - Mr Kirby's letter should be placed in it & put up with CS.536 attached.

Ad. Sec.

Here file.

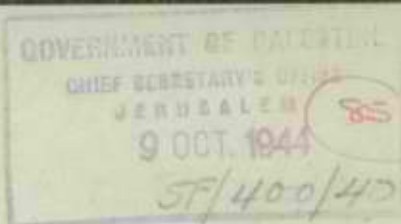
26/9 - Will you please arrange this in consultation with Miss King?

Please see min. ① & ② on SF/400/40

MR 25/9

SF/400/40 - with
Ad. Sec.

Palestine Railways.



Telegraphic Address:
"Railways, Haifa."

*General Manager's Office,
Haifa.*

Enclosures

Reference No.
P.1/43.

7th October, 1944.

Chief Secretary. /

Experimental re-opening of Nablus - Tulkarm line.

With a view to relieving the road transport situation, I am arranging for the Nablus - Tulkarm Section of the Hijaz Railway to be re-opened for goods traffic experimentally as from the 1st November next.

The initial cost of re-opening the line is estimated at less than £P.300 and the recurrent cost of working at £P.880 monthly.

It is difficult to estimate the probable traffic which is likely to be obtained but a survey gives a reasonable expectation of about 2,500 tons per month which, at the recently introduced flat rate of 10 mils per kilometre would bring in a monthly revenue of approximately £P.1,000.

Revenue should, therefore, be sufficient to cover expenditure over the Tulkarm - Nablus Section of the line. There is, however, the probability that traffic on the section will contribute materially to traffic over the main line; if this should prove to be the case, the re-opening of the section will prove to be well worthwhile.

3. The re-opening, however, is purely experimental and it may well prove to be disappointing. I consider, however, that in view of the prevailing difficult road transport conditions, the railway should make this attempt to assist in the general transport.

OD.

[Signature]
General Manager.

Copy to :- District Commissioner, Samaria District, Nablus.

" " Controller of Road Transport, Jerusalem.

SF/400/40

9 January 1945.

General Manager,
Palestine Railways.

I am directed to refer
to your letter no: F.1/43 of
the 7th October 1944 on the
subject of reopening the Nablus -
Tulkarm line, and to enquire
whether the experiment has been
a success.

(Sgd) Mr. Davies
CHIEF SECRETARY.

Mc Davies
S/H

L.O.34.

R. Leventhal

CHIEF SECRETARY'S OFFICE (CHIEF CLERK)
SF/ - 7 FEB. 1945
Liaison Office, P.O.B. 1104, JERUSALEM, Jerusalem.

6th February 1945.

Jean Jacobs,

Reference our conversation today about the Nablus Railway, I attach some notes which I made after talking to Allen, the Assistant Liaison Officer of Samaria District, and also copy of a letter which he received from the District Traffic Superintendent.

I think it would be a great pity to close down this branch line in view of the necessity of conserving motor transport as much as we can.

of course
I presume that before the branch line is closed the Chief Secretary will be consulted.

J. Leventhal

J. Jacobs, Esq., O.B.E.,
Chief Secretary's Office,
Jerusalem.

W. Leventhal

COPY.

OFFICE OF THE DISTRICT TRAFFIC SUPERINTENDENT,
HAIFA, (from)... SAMARIA DISTRICT.
30th January 1945.

Mr. B.E. Allen,
Asst. Liaison Officer,
P.O.B. 34, Nablus.

Dear Sir,

Re-opening of Nablus Line.

With reference to our recent conversation.

In view of the poor tonnage during the current month and to the fact that the traffic originally promised has not fully materialised during the 3 months' trial, I have received an intimation from Headquarters that a decision will be taken by February 14th whether or not the line is to remain open.

This means that the first 14 days of next month must show a considerable tonnage; in fact it should be in the region of 1,000 tons, a big proportion of which should come from Nablus.

You know how keen I am to continue the service as so much public interest is involved but I must justify it as a paying proposition which at present it is not.

The object of this letter is to urge your promised help to influence to rail from 1st proximo and for the tonnage to be maintained during the whole of February and the succeeding months.

Will you please explain the position to the various trading interests and get their co-operation.

Yours faithfully,
(Sgd) F.A. Sargent,
DISTRICT TRAFFIC SUPERINTENDENT.

NOTES ON TALK WITH ALLEN REFERENCE D.T.S's
LETTER OF 30.1.45.

Allen and MacGillivray are very worried about this letter.

I gave Allen a private letter to introduce him to Kirby, whom he is going to see.

Railway freight figures for November are 1,421 tons. Allen had no later figures.

At the beginning of January there was a breakdown in Misri's mill, which meant a reduction of 350 to 400 tons.

In February, Allen thinks he can provide the following:-

Into Nablus.

Cereals	1,400 tons.	
Salt	100 "	
Cement	100 "	(depends on releases by C.H.I.)
Caustic Soda ...	15 "	
Sugar	30 "	
Rice	120 "	(this does not happen every month).
Total	1,765 "	

Out of Nablus.

Flour	420 tons.	(to Tulkarm)
Bran	50 "	(to Haifa).
Stone	?	(this depends on the contracts. November figure was 75 tons After mostly to Gaza for building).

The Nablus Railway is part of the Hedjaz Railway.

In his letter FI/43 of 7.10.44 to Chief Secretary, G.M. suggested they should want 2,500 tons of freight to make the railway pay.

Reference the flour to Tulkarm. This starts on February 1st, and has only just been agreed to by the Food Controller who is paying part of the freight.

If the railway stops, all the above will have to be carried by motor transport either from Haifa, Tel Aviv or Tulkarm.

3rd February 1945.

Secretary's Reply

L.O. 34. CHIEF SECRETARY'S OFFICE
(Chief Clerk)

Liaison Office,

P.O.B. 1104,

Jerusalem.

13th February 1945.

JERUSALEM

Jean Jacobs.

SF

Reference my letter L.O. 34
of the 6th instant.

I have just heard from
Allen, the Asst. Liaison Officer,
Samaris, who has seen Kirby, that
the latter will continue to run
the Tulkarm-Nablus line for
another three months.

Yours sincerely
W. C. C.

J. Jacobs, Esq., O.B.E.,
Chief Secretary's Office,
Jerusalem.

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA

JERUSALEM

ENCLOSURES

REFERENCE No.

F.1/43.

12th March

19 45.

Chief Secretary.

Experimental re-opening of Nablus - Tulkarm line.

Your letter SF/400/40 of the 9th January, 1945.

The original of your letter was not received in this office.

The traffic on the Nablus line during the first three months of operation did not reach expectations and the direct revenue averages about £P.560 per month as compared with the estimate of £P.1,000 per month. The costs of working the line, however, have been about £P.300 per month less than estimated and revenue has been just about sufficient to cover expenditure. In view of this and promises of further efforts to divert traffic to the Railway, I have arranged for the line to be kept open for further three months as from the 1st of February. During February there was a distinct improvement in the traffic returns and I have made such arrangements as will, I hope, result in the fuel oil traffic which now goes by road from Haifa to Nablus being sent entirely by rail throughout. This would bring a considerable contribution in revenue.

The traffic returns for the past week have been most disappointing.

2. A further report will be sent to you in two months' time.

CD.


General Manager.

CHIEF SECRETARY'S OFFICE (Chief Clerk)
28 MAY 1945
JERUSALEM

Palestine Railways.

Telegraphic Address:
"Railways, Haifa."

General Manager's Office,
Haifa.

Enclosures

Reference No.
F.1/43.

25th May 1945.

Chief Secretary.

Experimental re-opening of Nablus - Tulkarm Line.

Your No.SF/400/40 of the 9th January, 1945.

Further to this office letter No.F.1/43 of the 12th March, 1945, I subjoin a summary of receipts and expenditure in connection with the Nablus-Tulkarm Line, for the three months ended the 31st March, 1945.

<u>Receipts.</u>		<u>Expenditure.</u>	
	LP.	<u>Nablus line only.</u>	LP.
Direct receipts for carriage between Nablus and Tulkarm.	1,534	Traffic	238
Indirect receipts in respect of traffic arising or destined for Nablus or other points and partly carried on Standard Gauge Lines.	447	Engineering	461
	1,981	Mechanical	1,180
			1,879

It will be observed that a small balance of receipts over direct expenditure, amounting to LP.102, resulted from the three months' working, but, if direct receipts from the working of the line only are taken into account, the excess of expenditure over receipts amounts to LP.345. Overhead costs have not been taken into account in the calculation of expenditure figures.

2. The main movement of traffic has been in the downward direction from Tulkarm to Nablus and traffic has consisted mainly of cereals, cement and kerosene. Unfortunately, the movement of cement has been adversely affected by the strike at the Nesher Works, but some increase in the movement of this commodity may be expected with the resumption of production by that Company.

The Socony Vacuum Company and Messrs. Mantacheff and Co., have been approached regarding the possibility of bulk oil traffic being consigned to Nablus by this service and there is a prospect of securing some 115 tons of bulk oil monthly for carriage by the Service. Similar arrangements have already been made with the Shell Company.

3. In the reverse direction, loadings have consisted mainly of flour, bran and soap. The loadings of flour and bran have been disappointing, partly because of two mechanical breakdowns which have occurred in the mill at Nablus, but it is considered unlikely that this traffic will reach the volume anticipated. In order to stimulate the traffic, arrangements have been made for the train to be stopped at Anebta when required, without the normal engine standing charges being raised.

4. Many of the promises of traffic which were made when representations for the re-opening of the line were received, have not materialized and the District Traffic Superintendent is investigating the reasons for the non-fulfilment of such promises. This officer is also maintaining co-operation with the Liaison Officer, with a view to securing additional traffic.

4. It will be seen that the results of working the line continue, on the whole, to be disappointing but it has been decided to maintain the service until the 31st July, 1945. Prior to that date the position will be reviewed to ascertain the practicability of maintaining the service for a further period.

In the meantime, every endeavour will be made to attract additional traffic and to maintain expenditure at as low a level as possible.

5. A further report will be forwarded to you when a decision as to the desirability of maintaining the service is reached.


General Manager.

TG.

Palestine Railways.



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Telegraphic Address:
"Railways, Haifa."

*General Manager's Office,
Haifa.*

Enclosures

Reference No.
F.1/4/4.

15 March, 1946.

Chief Secretary.

Experimental re-opening of Nablus-Tulkarm Line.

Your papers No.SF/400/40 of the 9th January 1945.

A summary of receipts and expenditure in connection with the Nablus-Tulkarm line, for the period 1st April to the 31st December 1945 is subjoined :-

Receipts.		Expenditure Nablus Line only.	
	<u>LP.</u>		<u>LP.</u>
Direct receipts for carriage between Nablus and Tulkarm. }	4542	Traffic	425
Indirect receipts in respect of traffic originating from or consigned to various stations on the Nablus-Tulkarm line and partly carried on Standard Gauge Lines. }	1126	Engineering	1471
	5668	Mechanical	3471
	=====		5367
			=====

The service was interrupted during the period 17th October to 16th November and the figures under review are actually related to eight months working. The approximate revenue for the month of January 1946 was LP.522 direct and LP.213 indirect.

2. The line is being kept open subject to periodical review of the traffic returns.

[Signature]
General Manager.

EE.

Palestine Railway

Telegraphic Address:
"Railways, Haifa."

Enclosure

Reference No.

F.1/4/4.

CHIEF SECRETARY'S OFFICE
(Chief Clerk)

7 JUNE 1946

8/9/46

General Manager's Office,
Haifa.

4 June 1946.

Chief Secretary.

Nablus-Tulkarm Line.

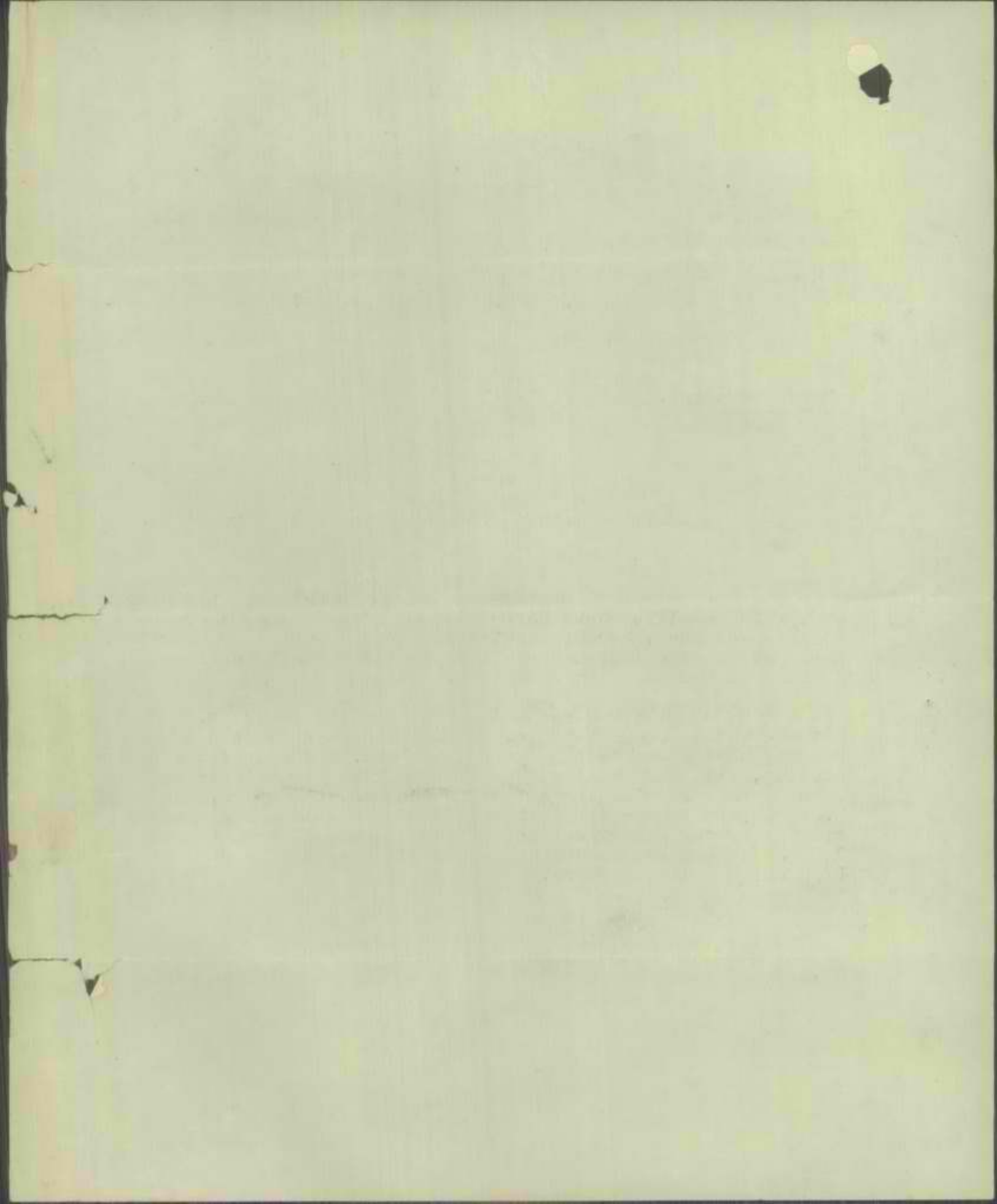
This office letter F.1/4/4 of the 15th March 1946.

I regret to have to report that the operation of the Nablus line shows no promise of bringing any increase in traffic and that, because of the continuing deficit on working, I have had to give instructions that the line shall be closed to traffic as from the 1st July 1946.

The opening of this line to traffic in November 1944 was with a view to assisting the transport situation because of the shortage of road transport. The indications are, however, that the availability of this line for traffic movement is no longer serving any vital purpose and, therefore, there can be no object in keeping it open, with detriment to the movement of traffic on the other sections of the Hijaz Railway where the locomotive and wagons which are now allotted to the Nablus could be used to better purpose.

CE.

A. K. in
General Manager.



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Palestine Railways.
 CHIEF SECRETARY'S OFFICE
 (Chief Clerk)
 20 JUNE 1946
 A/9/46
 JERUSALEM

Telegraphic Address:
"Railways, Haifa."

General Manager's Office,
Haifa

Enclosure

Reference No.
F.1/4/4.

18/4 June 19 46.

Government Printer,
Jerusalem.

Notice for Gazette.

Nablus Line.

101^a

Will you please publish the enclosed notice in the next issue of the Gazette. It is essential for public information.

CE.

General Manager.

Copy to:- Chief Secretary. ✓

101 a

NOTICE.
PALESTINE RAILWAYS.

Nablus - Tulkarm Line.

The Railway between Nablus and Tulkarm will be closed with effect as from the 1st July, 1946, owing to the insufficiency of traffic.

June 1946.

(A.F. Kirby)
General Manager.